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1-25. (CANCELED)

26. (CURRENTLY AMENDED) A multi-stage transmission of planetary structure, in particular for a motor vehicle[[.]] which comprises a drive input shaft and a drive output shaft arranged in a housing, three single-web planetary gearset assemblies (P2, P2, P3), at least six rotating shafts (0, 1, 2, 3, 4, 5, 6) and at least five shift elements (03, 04, 13, 16, 45) which comprise consist of one or more of brakes and clutches, whose selective engagement, two at a time, produce[[s]] various transmission ratios between the drive input and the drive output shafts so that six forward gears and one reverse gear can be engaged[[.]]:

wherein the drive input shaft (1) is connected directly to a [[solar]] sun gearwheel of a first planetary gearset assembly (P1), an annular gearwheel of the first planetary gearset assembly (P1) is in rotationally fixed connection connected with the housing, a drive output takes place via a second shaft (2) which is connected to an annular gearwheel of a second planetary gearset assembly (P2) and to a web of a third planetary gearset assembly (P3), a third shaft (3) is permanently connected to a web of the second planetary gearset assembly (P2) and to an annular gearwheel of the third planetary gearset assembly (P3), a fourth shaft (4) is permanently connected to a [[solar]] sun gearwheel of the second planetary gearset assembly (P2), a fifth shaft (5) is permanently connected to a web of the first planetary gearset assembly (P1), and a sixth shaft (6) is permanently connected to a solar sun gearwheel of the third planetary gearset assembly (P3), such that the third shaft (3) can be coupled to the housing by a first brake (03), the fourth shaft (4) can be coupled to the housing by a second brake (04), a first clutch (13) connects facilitates connection and disconnection of the drive input shaft (1) and the third shaft (3) to or releases them from with one another, a second clutch (16) connects facilitates connection and disconnection of the drive input shaft (1) and sixth shaft (6) to or releases them from with one another, and a third clutch (45) connects facilitates connection and disconnection of the fourth and the fifth shafts (4, 5) to or releases them from with one another and the first and second brakes (03, 04) and the first, the second and the third clutches (13, 16, 45) are all located between the first and the second planetary gearset assemblies (P1, P2).

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27. (WITHDRAWN - CURRENTLY AMENDED) A multi-stage transmission of planetary structure, in particular for a motor vehicle[[,]] which comprises a drive input shaft and a drive output shaft arranged in a housing, three single-web planetary gearset assemblies (P2, P2, P3), at least six rotating shafts (0, 1, 2, 3, 4, 5, 6) and at least five shift elements (03, 04, 13, 15, [16]) which comprise consist of one or more of brakes and clutches, whose selective engagement two at a time produce[[s]] various transmission ratios between the drive input and the drive output shafts so that six forward gears and one reverse gear can be engaged,

wherein the drive input shaft (1) is connected via the fourth a third clutch (15) to a [[solar]] sun gearwheel of a first planetary gearset assembly (P1), an annular gearwheel of the first planetary gearset assembly (P1) is in rotationally fixedly connection connected with a housing, a drive output takes place via a second shaft (2) which is connected to an annular gearwheel of a second planetary gearset assembly (P2) and to a web of a third planetary gearset assembly (P3), a third shaft (3) is permanently connected to a web of the second planetary gearset assembly (P2) and to an annular gearwheel of the third planetary gearset assembly (P3), a fourth shaft (4) is permanently connected to a [[solar]] sun gearwheel of the second planetary gearset assembly (P2) and to a web of the first planetary gearset assembly (P1), a fifth shaft (5) is permanently connected to the [[solar]] sun gearwheel of the first planetary gearset assembly (P1), and a sixth shaft (6) is permanently connected to a [[solar]] sun gearwheel of the third planetary gearset assembly (P3), such that the third shaft (3) can be coupled to the housing by a first brake (03), the fourth shaft (4) can be coupled to the housing by a fourth second brake (04), a first clutch (13) connects facilitates connection and disconnection of the drive input shaft (1) and third shaft (3) to or releases them from with one another, a second clutch (16) connects facilitates connection and disconnection of the drive input shaft (1) and the sixth shaft (6) to or releases them from with one another, and [[a]] the third clutch (15) connects facilitates connection and disconnection of the shafts [[drive]] input shaft (1) and the fifth shaft (5) to or releases them from with one another, and the first and second brakes (03, 04) and the first, the second and the third clutches (13, 16, 15) are all located between the first and the second planetary gearset assemblies (P1, P2).

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28. (WITHDRAWN - CURRENTLY AMENDED) A multi-stage transmission of planetary structure, in particular for a motor vehicle[[.]] which comprises a drive input shaft and a drive output shaft arranged in a housing, three single-web planetary gearset assemblies (P2, P2, P3), at least six rotating shafts (0, 1, 2, 3, 4, 5, 6) and at least five shift elements (03, 04, 05, 13, 16) which comprise consist of one or more of brakes and clutches, whose selective engagement two at a time produce[[s]] various transmission ratios between the drive input and the drive output shafts so that six forward gears and one reverse gear can be engaged are engagable,

wherein the drive input shaft (1) is directly connected to a [[solar]] sun gearwheel of a first planetary gearset assembly (P1), an annular gearwheel of the first planetary gearset assembly (P1) can be one of, put in rotationally fixed connection with, or released from is one of engagable with and disengagable from the housing by a third brake (05), drive output takes place via a second shaft (2) which is connected to an annular gearwheel of a second planetary gearset assembly (P2) and to a web of a third planetary gearset assembly (P3), a third shaft (3) is permanently connected to a web of the second planetary gearset assembly (P2) and to an annular gearwheel of the third planetary gearset assembly (P3), a fourth shaft (4) is permanently connected to a [[solar]] sun gearwheel of the second planetary gearset assembly (P2) and to a web of the first planetary gearset assembly (P1), a fifth shaft (5) is permanently connected to the annular gearwheel of the first planetary gearset assembly (P1), and a sixth shaft (6) is permanently connected to a [[solar]] sun gearwheel of the third planetary gearset assembly (P3), such that the third shaft (3) can be coupled to the housing by a first brake (03), the fourth shaft (4) can be coupled to the housing by a second brake (04), a first clutch (13) connects facilitates connection and disconnection of the input drive shaft (1) and the third shaft (3) to or releases them from with one another, a second clutch (16) connects facilitates connection and disconnection of the input drive shaft (1) and the sixth shaft (6) to or releases them from with one another, and the third brake (05) connects facilitates connection and disconnection of the fifth shaft (5) to or releases it from with the housing, and the first, the second and the third brakes (03, 04, 05) and the first and the second clutches (13, 16) are all located between the first and the second planetary gearset assemblies (P1, P2).

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29. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein the planetary gearsets (P1, P2, P3) are made as negative planetary gearset assemblies.

30. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein the [[fixed]] connection of the annular gearwheel of the first planetary gearset (P1) to the housing can be replaced by is formed by a releasable connection by means of a brake.

31. (CURRENTLY AMENDED) The multi-stage transmission according to claim 30, wherein one of an electric machine or another suitable and an additional drive machine can be is arranged on a seventh shaft (0) associated with the housing.

32. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein at least one freewheel[[s]] can be inserted at any suitable point of is provided within the transmission.

33. (CURRENTLY AMENDED) The multi-stage transmission according to claim 32, wherein a plurality the freewheels [[can be]] is inserted between the first, the second, the third, the fourth, the fifth, the sixth and the seventh shafts (0, 1, 2, 3, 4, 5, 6) and the housing.

34. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 26, wherein the drive input and the drive output are provided on a same side of the housing.

35. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 26, wherein the drive input and drive output are provided on opposite sides of the housing.

36. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein at least one or more of an axle differential and a transfer differential is arranged on one of a drive input side or on a drive output side of the housing.

37. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein the drive input shaft (1) can be disengaged is disengagable from a drive engine by a coupling element.

38. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 37, wherein the coupling element is one of a hydrodynamic converter, a hydraulic

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clutch, a dry starter clutch, a liquid starter clutch, a magnetic powder clutch and a centrifugal force clutch.

39. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein in [[the]] a force-flow direction an external starting element is arranged after the housing, in particular according to Claim 13, such that the drive input shaft (1) is in fixed connection with the crankshaft of the drive engine. ←←
←←

40. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein starting takes place by means of a shift element of the transmission, and the crankshaft of the engine is permanently connected to the drive input shaft (1). ←←
←←

41. (CURRENTLY AMENDED) The multi-stage transmission according to claim 40, wherein at least one of the second brake (04), the first brake (03) [[or]] and the clutch (16) [[can be]] are used as the shift element. ←←
←←

42. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein a torsional oscillation damper [[can be]] is arranged between the engine and the transmission. ←←
←←

43. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein a wear-free brake [[can be]] is arranged on at least one or more of the rotating shafts. ←←

44. (CURRENTLY AMENDED) The multi-stage transmission according to claim 43, wherein the wear-free brake [[can be]] is arranged on at least one of the drive input shaft (1) [[or]] and the drive output shaft (2). ←←
←←

45. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein an auxiliary drive output [[can be]] is arranged on at least one or more of the rotating shafts to drive an additional aggregate[[s]] of the multi-stage transmission. ←←
←←
←←

46. (CURRENTLY AMENDED) The multi-stage transmission according to claim 45, wherein the auxiliary drive output [[can be]] is arranged on one of the drive input shaft (1) [[or]] and on the drive output shaft (2). ←←
←←

47. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein the shift elements are formed as one of change-under-load clutches [[or]] and brakes. ←←

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48. (CURRENTLY AMENDED) The multi-stage transmission according to claim 47, wherein the shift elements are one or more of disk clutches, band brakes and conical clutches. ←←

49. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein the shift elements are one or more of form-enclosing brakes and clutches. ←←

50. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein an electric machine [[can be]] is connected to [[any of]] one of the rotating shafts and functions as one or more of a generator and [[as]] an additional drive machine. ←←

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